

MISSISSIPPI WING CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY
1635 AIRPORT DRIVE
JACKSON MS 39209

11 January 2003

MEMORANDUM FOR UNIT COMMANDERS AND WING STAFF MEMBERS

FROM: MS SE

SUBJECT: Unit Safety Requirements

I want to thank all unit commanders and their unit members for their cooperation in making 2002 a good year for the Mississippi Wing, both on the ground and in the air. It is through your dedication to Safety, setting good examples for others in your units and encouraging each other to embrace Safety as a way of life that we can look back 2002 with pride. IG inspections have confirmed your dedication to the Wing's safety program. Unfortunately, CAP, as an entity did not have a good year. CAP had ten aviation related accidents, including six fatalities.

The National Commander has endorsed changes to CAPR 60-1 that should help to eliminate some of the potential trouble. All CAP pilots are now required to fly at least one hour a month for proficiency to remain current. Failure to fly this one hour a month will require a hour with an instructor pilot or check pilot. Failure to fly for two consecutive months will require a CAP Form 5 ride to regain flight status. The local unit will maintain documentation of all rides. Hopefully, increased proficiency will help eliminate these accidents.

The New Year also brings us back to square one again. This means that our annual safety requirements start anew. Specifically these two requirements are the **Annual Internal Safety Survey** and the **Flight Safety Down Day**.

CAPR 62-1 requires an **annual internal safety survey**, covering ground and flight areas as applicable (CAPR 62-1, section B, par. f). A sample survey is provided in CAPR 62-1, Attachment 4. If the sample survey doesn't meet your situation, you are free to just put it in letter format. If you find problems, state them and your corrective actions. For Units using property not under their control, at least identify areas of concern and correct what can be corrected. Note areas that are beyond their control and insure members are aware of these hazards.

The USAF established the **Flight Safety Down Day** to further emphasize the importance of flight safety and to allow their operations to devote a work day to flight safety training. CAP National Headquarters supports this attempt to reduce accidents and requires CAP Wings to incorporate a flight safety down day into its safety program.

In order to allow each unit to maximize the effect of this effort, each Mississippi Unit Commander will schedule a Down Day for their unit that will best accommodate their unit's schedule, prior to March 23, 2003. All Units should have completed the Down Day by the Wing Conference. No training flights or scheduled missions (Customs/DEA) will be flown on the Down Day. Only actual search flights with an associated mission number will be flown. This will allow the unit to assemble the most number of flyers. All flying personnel should make a concerted effort to attend, i.e. unit pilots, observers, scanners, and individuals in training for these positions. This applies to all units with active CAP pilots, even if no aircraft is assigned to the unit.

This is a good time to review:

- a) CAP flight mission scenarios and their hazards
- b) CAPR 60-1
- c) FAR Part 91 (mission planning requirements, fuel reserve requirements, VFR minimums, etc.)
- d) Applicable parts of the Aeronautical Information Manual (i.e. radio procedures in controlled airspace, non-towered airport patterns, etc.)
- e) The POH for the particular aircraft your unit flies (performance, weight and balance, systems, emergency procedures, etc.)

I realize that we are time limited for this program, but to make a positive statement with respect to flight safety, the program should not be shared with other unit business and should cover a substantial amount of material. It should also encourage maximum participation through discussion, having individuals in addition to the unit safety officer make presentations, etc.

I think that even though this day is specifically target to our aviators, we should include all our members and include safety items for our ground teams. Our ground teams are the ones that have to determine the final location and are at great risk on some of their searches. Dehydration, snakes, etc. are just some of the hazards, plus how to emotionally handle what they might find. We are one unit and we need to address safety as a unit.

Wing staff crewmembers should plan to attend their local squadrons down day safety program. Ask for a copy of the attendance record and put it in your flying records at Wing.

Please have your Unit CC or SE complete the statement below and mail a copy of this memo back to MS WG HQ. Please also include a copy of the attendance roster for the Down Day.

This is to confirm that the _____ Squadron/Unit, # _____
has observed the Flight Safety Down Day as herein described.

Date: _____ Sig: _____ CC ; SE

FOR THE COMMANDER

Major Alfred P. Fernandez CAP
MS SE